

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1-10 (Canceled).

11. (Currently Amended) A method for controlling a hybrid drive of a vehicle, the hybrid drive including as propulsion motors an internal combustion engine and at least one electric motor/generator, and output shafts of the propulsion motors being operatively linkable to a power train of the vehicle, the method comprising:

activating the propulsion motors and an electrically activatable braking system of the vehicle in a coordinated manner, as a function of a negative torque demand, and taking the negative torque demand into account[[,]];

wherein to specify a setpoint wheel braking torque, an instantaneous transmission output torque signal is gated with a request signal of a brake pedal, [[and]]

wherein the request signal delivered by a brake pedal is interpreted within a range that is defined by operation-related state data of the braking system and instantaneous torque or power potentials of the hybrid drive, and

wherein the signal delivered by the brake pedal is processed so that a maximum negative torque of the hybrid drive is assigned to a maximum negative torque demand position of the brake pedal, wherein the signal delivered by the brake pedal is processed so that a minimum negative torque of the hybrid drive is assigned to a minimum negative torque demand position of the brake pedal, and wherein values lying between the maximum and minimum negative torque are assigned to corresponding torque demand positions of the brake pedal.

12. (Previously Presented) The method as recited in claim 11, further comprising:

specifying the setpoint wheel braking torque for the braking system taking an operating state of the hybrid drive into account.

13. (Canceled).

14. (Canceled).

15. (Previously Presented) The method as recited in claim 11, wherein operating data of the internal combustion engine and of the electric motor/generator are taken into account for torque and power potentials of the hybrid drive.

16. (Previously Presented) The method as recited in claim 11, wherein an operating state of an on-board electrical system is taken into account for a torque and power potential of the electric motor/generator.

17. (Previously Presented) The method as recited in claim 16, wherein at least one of a battery state of charge, and a battery voltage is taken into account.

18. (Previously Presented) The method as recited in claim 11, wherein possible operating modes of the hybrid drive are taken into account for torque and power potentials.

19. (Previously Presented) The method as recited in claim 11, wherein a selected gear of the transmission is taken into account for torque and power potentials.

20. (Previously Presented) The method as recited in claim 11, wherein a shifting state of clutches of the hybrid drive is taken into account for torque and power potentials.

21. (Currently Amended) The method as recited in claim 11, wherein [[a]] the request signal delivered by the brake pedal is a raw-signal that is processed so that a coordinated activation of the propulsion motors and the electrically activatable braking system of the vehicle occurs.

22. (Canceled).

23. (Currently Amended) The method as recited in claim 11, wherein operating data of the internal combustion engine and of the electric motor/generator are taken into account for torque and power potentials of the hybrid drive,[[,]] wherein an operating state of an on-board electrical system is taken into account for a torque and power potential of the electric motor/generator, and wherein at least one of a battery state of charge, and a battery voltage is taken into account.

24. (Previously Presented) The method as recited in claim 11, wherein possible operating modes of the hybrid drive are taken into account for torque and power potentials, wherein a selected gear of the transmission is taken into account for torque and power potentials, and

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wherein a shifting state of clutches of the hybrid drive is taken into account for torque and power potentials.